GRUMMAN plane news

Vital team members: Grumman secretaries

Every year in April, secretaries across the land are honored during the week of April 23 to 27, when they are recognized for their service to business, industry, government and the community. Wednesday, April 25, is the special day designated as Secretaries' Day.

Grumman salutes its own secretaries in recognition of their place on the team of production, engineering and other supporting services people who help in the creation of many of the world's finest tactical aircraft. As part of the Grumman Aerospace team, secretaries have contributed in making the company one of the prime aerospace firms in the nation.

Special thanks to Grumman secretaries Janet Pizzo (above), and (at left top to bottom) Josephine Buscarino, Gail White and Thelma Cooper. (Photos by Bob Settles)

people

Welcome aboard. *Dr. Warren Ling, a new Grummanite, receives a U.S. Department of Interior-Geological Survey award from Gerry Sandler (R), head of Software Systems Department.*

A new member of Grumman Aerospace's Software Analysis and Design section of Software Systems Development, Dr. Warren Ling, recently received a monetary award from the U.S. Department of Interior-Geological Survey.

During the summer of 1978 as a member of the Geography Program for Geological Survey, he developed a sampling technique for the Landsat land-use clarification, as well as a computer program to make the sample selection of under-represented categories. His work is now being prepared for publication.

Quite an achievement

Grummanites Bernice Waterman and Erwin McCalla were recently honored at the 1979 Harlem Branch YMCA's Salute to Black Achievers in Industry awards ceremony.

Waterman, a Commodity manager in Plant 43, and McCalla, a director of Engineering Test Operations in Plant 5, were among 166 people applauded for their business achievements at the Y's awards dinner, held at the New York Hilton Hotel. All the honorees were nominated by their companies for the award. Bernice and Erwin were selected by Jean Esquerre, a member of Grumman Aerospace's Board of Directors and co-director of the Opportunity and Development Department.

Leaving her mark

When most people graduate from college they don't leave much behind them. A bit of graffiti perhaps, or some prose in the yearbook. But Cathy Lehman, now a Propulsion engineer in Plant 25, left the University of Pittsburgh at Johnstown something to remember her by: the design for a solar heating system for a recreational building. The project, which Cathy completed in her senior year at school, was recently awarded first place in the Creative Engineering Design contest sponsored by the American Society for Engineering Education.

Cathy Lehman

Top achievers. *Bernice Waterman (L) and Erwin McCalla were recently honored at the Harlem Branch YMCA's Salute to Black Achievers in Industry awards dinner. (Photos by Harry Prodromides and Bob Settles)*

You're welcome to comment

From time to time, many banks and brokerage firms have a short-term need for certain stocks and bonds. To meet this need, they borrow the securities from those who have the designated stocks and bonds in their portfolios, and who do not plan to sell those issues in the near term.

This kind of lending, because it is secured with full collateral, is virtually without risk, says Bob Bradshaw, Grumman Corporation Secretary. He adds that any dividends or interest paid while the securities are on loan are paid to the lender. In addition, the lender receives an attractive rate of return as a result of making the loan.

The Trustees of the Grumman Pension Plan Fund have decided that being able to lend certain securities held in the Fund's portfolio would be a reasonable way of earning additional revenue for the Fund's benefit. To do this, however, requires an exemption from one of the requirements of the Employee Retirement Income Security Act, which deals with transactions between "parties of interest." The exemption is necessary because the banks and brokerage firms to whom the Fund would lend its securities provide other services to the Fund and are therefore classified as "parties of interest."

The March 23rd issue of the Federal Register contained the proposed exemption and a solicitation by the Department of Labor for comments. Such comments must be received by April 25, 1979. If you are interested in commenting, please contact the Grumman Corporation Secretary's office, Ext. 7989 or (516) 575-7989 and you will be provided with a copy of the Notice of Proposed Exemption.

Got your number?

People who need to acquire a Social Security number in the near future should take the time to gather the evidence they will need when they apply, says Sydney Savrin, Social Security district manager in Mineola, N.Y.

Everyone, no matter how young or old, must furnish evidence of age, identity, and U.S. citizenship or lawful admission status when applying for a number. In addition, a person who is 18 years of age or older must apply in person.

It is a good idea to apply well before the number is needed, Savrin added, since it takes about six weeks to receive the number after the necessary evidence is submitted.

Only original or certified copies of documents should be submitted. Photocopies are not acceptable, and documents are subject to verification.

Naturalized U.S. citizens must have their citizenship papers, while non-U.S. citizens should show their immigration papers.

Savrin says that if parents have trouble getting evidence of identity for their young children, they might consider clinic or doctor's records, vaccination certificates, day care or nursery school records, insurance policies, or church records as possible sources.

The leaflet, "Applying for Social Security Number," lists many different proofs that can be used. A copy of this leaflet can be obtained at the Mineola Social Security Office, 1 Station Plaza North, Mineola. Telephone: (516) PI7-5470.

Vol. 38, No. 7, April 13, 1979, Bethpage, N.Y.

Prepping for start of Boeing 767 work

"We are off to a fast start in the new Boeing contract," says Don Schlegel, Grumman's 767 Program manager. December 1980 is the company's target date for delivery of the first wing center section for the new Boeing 767, and preliminary work is well under way

Under the multi-million dollar agreement signed in January, Grumman will build nine end items for the wing center section in the twin-engined, wide-bodied airliner, which is expected to become the workhorse of the industry. United Airlines has already placed orders for 30 medium range 767s, powered by Pratt and Whitney engines, and American and Delta Airlines have ordered a total of 50 of the transcontinental versions, with General Electric engines. The 767 is the first Boeing airliner to go into production since the 747 in 1966.

For the record

Work is proceeding in four basic areas: planning, procurement, process qualification and facility activation. According to present plans, production is scheduled for four Grumman facilities. Bethpage will be responsible for tool design and fabrication, manufacture of detail parts and some machined parts, and finishing. Major machined parts will be made at Glen Arm, Maryland and then sent to Bethpage for finishing. Kelvar (composite) panels will be manufactured in Milledgeville, Georgia; and Stuart, Florida will be the major assembly site. At present no significant new hiring is expected at any of the sites.

"Right now we are in the midst of intensive detailed planning," says Schlegel. "The more thorough planning we do up front, the fewer problems we'll have downstream." He points to the planning necessary for Grumman to achieve qualification as a Boeing supplier. One example, he says, is the different fastener systems used by Boeing. "We need to get the equipment, train and certify our people to do the job according to Boeing's requirements."

Facility activation to support the Boeing contract includes plans for erection of a building extension at Glen Arm to hold additional machining equipment, and modification of part of the Stuart facility. A scale model of the major Stuart building is now being constructed to help optimize the assembly area for efficient work flow.

Although final engineering drawings have not yet been released by Boeing, Grumman has already begun work on the design of basic tooling parts, such as mounting pedestals and fixture frames. "It's part of our pull-ahead plan," says Howard Schilling, manufacturing manager. "We know the assembly concept and basic layout of our section of the airplane, and these are areas we can work on now. When the final detailed engineering of the airplane is released, we'll be ahead of the game with our tooling."

Workhorse of the industry

Procurement is a major area of concern in the aerospace industry because of the long lead times necessary to purchase many raw materials. Planning ahead is the answer, says Tom Main, Grumman's program director for Boeing Programs. "Fortunately Boeing had the foresight to recognize that lead times for raw materials were growing, and they placed purchase orders for some of the long lead materials prior to awarding the contract." Main says that Grumman has had assurances from the suppliers of the longest lead items, such as die forgings, and "we have delivery dates that support our manufacturing schedules."

Grumman's contract with Boeing calls for the company to build 200 units, with an option for an additional 100. "Boeing is very bullish about the market for the 767," says Main. "They have selected a passenger capacity that fills a hole in the market-place, between the wide-bodied 747s and DC-10s, and the smaller 727s and DC-9s." The 767 will have two aisles and will seat about 200 passengers in a cabin that is four feet wider than the 727.

More important than its size, the 767 was designed to be a fuel efficient airplane. Boeing estimates that fuel burned per seat in the 767 is 35 percent less than for earlier medium range jets. Another factor that will increase sales, Main believes, is noise — the 767 is a very quiet plane. "Regulations that go into effect in 1985 will require noisy aircraft to be re-engined or replaced. That's where the 767 will come in. I think that the replacement market is going to be very big for Boeing."

Program manager Schlegel is optimistic that Grumman will fulfill the Boeing contact at the estimated cost and on schedule. "Our proposal team did a very good job," he says. "Procurement is proceeding well, thanks to the people in Plant 30, and we've got a very capable and enthusiastic group of people working on the program. We have a tough job ahead, but we'll deliver on time."

Time to sign up

The Annual Meeting of Grumman Shareholders is scheduled for 2 p.m. on Thursday, May 17, in Hangar 3, Plant 4. Starting April 17, Bankers Trust Company, Trustee for the Grumman Employee Investment Plan, began mailing members of the Plan proxy statements and confidential cards for voting at the Annual Meeting, says Bob Bradshaw, Grumman Corporation Secretary.

Employees are asked to return the completed cards by May 7 to Bankers Trust Company in the self-addressed, postage-paid envelopes that will accompany the proxy statements.

The Annual Meeting is often the only opportunity to view the company's products for visiting shareholders. Because Grumman shares obtained through the Investment Plan are held in trust for each individual member, being a member in the Plan does not automatically entitle participants to attend the Annual Meeting, says Bradshaw. Only those persons owning shares of record -- that is, shares purchased outside the Investment Plan prior to the record date of March 30, 1979, are eligible to attend.

Grumman personnel who own Company shares as of the record date (March 30, 1979) and who wish to attend the meeting should pre-register. at any office of Employee Services on any working day before May 4. (*Do not hand in proxy card to ESO. Mail in return envelope provided.*)

Because of limited space at the meeting, shareholders are requested to refrain from inviting their spouses, children or friends to the Annual Meeting.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage N.Y. 11714 as a function of the Public Affairs Dept., Brian Masterson, director.

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Plane News from outside line
516-575-3293

First of many. *The first group of Grummanites to take advantage of the new Project Sterling award system are from Bethpage Operations Center. On hand to present the cash awards (in lieu of traditional bond awards) are Bill Trillo (3rd R), Bethpage Ops general manager; Roy Montana(L), deputy general manager; and Rich Friedel (R), director of Motivational Programs. Recipients are (L to R): John Sinnott, Milford Combs, Alfred Barry, John Crawford, Lois Coffey, Connie Haig and Patrick Duffy.*

V-a-n-p-o-o-l-i-n-g

The threat of a nationwide gasoline shortage and escalation of fuel prices have generated a great deal of interest in alternate ways of commuting.

Vanpooling, a relatively new idea, is rapidly gaining popularity across the country. At present, Grumman is considering a pilot vanpooling program for interested Grummanites.

The pilot program would call for the company to lease three to five vans to transport employees from selected areas on Long Island to the Bethpage complex, on a one round-trip-per-day weekly basis. The number of vans leased would depend upon the amount of response. If vanpooling is a success, more vans will be leased; if there is not enough interest, the program will be dropped.

A vanpool is a cross between a carpool and a bus service. The members share the cost of leasing the vehicle in addition to splitting the gasoline bill. The lease would be in the company's name, and Grumman would select the driver who would take nine to 11 passengers to and from work each day. Vanpoolers would sign up on a monthly basis and would not be obligated to a long-term commitment. The chart on this page lists the estimated monthly costs per passenger.

The driver, obviously, would be the key figure in such an arrangement. Selection would be made by Employee Services based on the following criteria: the driver must live in the vanpool area; possess a good driving record; be recommended by his or her supervisor; work regular hours; have mechanical aptitude; be able to provide safe parking at home for the van; train a back-up driver to insure daily operation; keep the passenger pool at or above the minimum of nine people; and keep the vehicle clean and fueled. For his or her services, the driver would get to use the van on weekends and weeknights.

Planning stage

There are some details which have not yet been worked out in this very early stage of planning. Maintenance, repairs, insurance costs, and various legal ramifications are complicated issues demanding careful investigation. Right now, the focus is on finding out how many Grummanites might want to become vanpoolers.

If you are interested in participating, fill out the form on this page and mail it to Dick Schantz, mail station AO5-28. Schantz is available for your questions, comments, and suggestions about the proposed program on Ext. 7453.

Vanpooling survey

I am interested in becoming a member of a commuter van pool.
I would like to be a [ ] driver [ ] passenger [ ] either.

Name. . . . . .

Town. . . . . .

Nearest major cross streets . . . . . .

Mail station . . . . . Ext. . . . . .

Start work. . . . . Leave work . . . . . .

Submit to: Dick Schantz, A05-28

obituaries

ROBERT VAN ESSENDELFT of Honeycomb Final, Plant 3, died March 20 at the age of 19. He had been with the company since 1979 and resided at 90 Cherry Ave., West Sayville.

THEODORE A. WEISS, JR. of Customer Requirements, Plant 5, died March 27 at the age of 62. He had worked for Grumman since 1969 and resided at 30 Berger Ave., Amityville.

NICHOLAS M. VITALE of Maintenance, Plant 2, died March 29 at the age of 58. He had been with the company since 1960 and resided at 97 Forrest Place, Amityville.

WARREN D. WRIGHT of Newport Beach Operations, Pl. 71, died April 2 at the age of 48. He had been with the company since 1978 and resided at 936 Tanana Place, Costa Mesa, California.

Personals

My wife and I wish to express our appreciation to our friends at Grumman and Employee Services for their sympathy and understanding during our recent loss. Fred Knief

My family and I wish to thank my many friends at Grumman and Employee Services for their kindness and sympathy extended during the recent loss of my father. Jerry Mescall

How do y relief fro gas p

Estimated month

To and from Bethpage	Miles* per day
Smithtown	53
Patchogue	67
Northport	38

*Five miles added for pick-up ar
lated using U.S. Department of
fixed and variable costs on a $9,0
ative purposes only. At this sta
available. Fares may vary depend
in price of gasoline, oil, etc.

Comparative

The following table of DOT sta
compares the cost of driving alon
mile. The vanpool figures are ba
fixed and operating costs, accordi

Daily commuting distance	Drive alone	C (2)
20 to 100 mi.	20.9¢	10.5¢

'ou spell
m rising
rices?

cost per person

Number of passengers		
Nine	Ten	Eleven
$44.52	$41.21	$38.85
49.25	44.60	40.52
40.70	37.51	34.31

drop-off. Costs have been calcu-
ansportation (DOT) statistics for
0 van. Estimates are for compar-
, there are no fixed cost figures
ıg upon lease charge, and change

riving costs

tics (adjusted to today's values)
to carpooling and vanpooling per
d on a $9,000 van, including all
to Dick Schantz.

pool with:		Vanpool with:	
(3)	(4)	(9)	(12)
7¢	5.2¢	3.7¢	2.8¢

C-a-r-p-o-o-l-i-n-g

When outlining the Administration's major campaign to cut U.S. dependence on foreign oil, President Jimmy Carter told Americans that the nation's energy problem "is serious and it's getting worse..." On prime-time television, Thursday, April 5, the President asked individual motorists to boserve the 55 mph speed limit and to drive 15 miles a week less than usual. "One way to do this is not to drive your car to work everyday. At least once a week, take the bus, go by carpool, or if you work close to home, walk," the President said.

If you are thinking about starting up a carpool, Grumman has a computer list that can help you out. The company has tabulated a computer run that includes all Grummanites' hometowns, names, plants, telephone extensions, and work shifts. This listing is available at all Employee Services (ES) offices.

In addition, the Nassau County Office of Public Transportation will have its Grumman survey of carpool matching information available in the near future. This survey will also be at each ES office.

There are some things worth looking into before you begin travelling with fellow Grummanites. If you're hesitant to hop into a pool, it might be a good idea to set up an arrangement with a Grumman neighbor to ride to and from work one or two days a week. When the gas prices really start to escalate, you have the option of increasing your carpool days.

It also might be a good idea of consult with veteran carpoolers at Grumman. Take Bob Kulp. He and Joe Ruggiero have been travelling to Bethpage together since the "Energy Crunch of '73-74." Today, they share driving chores with three other Grummanites, Shelly Feitlin, John Judd and Bob Dooley. A few of Bob Kulp's opinions on carpools follows:

Pick-ups and drop-offs. "In our carpool, Joe lives in Mount Sinai and drives to one of our houses in the Selden-Centereach area. The rest of us are picked up at our houses because we live within a half mile of each other."

A touch of humor. "Of course, having five people travelling together does generate a few little 'problems,' such as the radio station selected, how hot it is in the car, etc. But most of these nuisances are quickly eliminated usually when someone cracks a joke."

Confidence. "I don't know how the other fellows feel about my driving, but on my days as a passenger, I can usually be found sound asleep on the way to work."

Insurance. "Because I only drive to work with my car one day a week, my insurance company told me I didn't have to pay such high premiums anymore. I'd recommend that everyone get in touch with his insurance agent to find out about coverage and possible cut-rates."

You are not alone. "A big plus when you're in a carpool is travelling during inclement weather. We've been in some bad snowstorms and it was nice having people in the car that would help push you out of a snowbank... or encourage you to keep going and not turn back."

Got an idea?

With the projected increase of gasoline prices and possible rationing in the future, you may have some ideas you'd like to pass onto fellow Grummanites about carpooling. Why not submit an Employee Suggestion to the Motivational Programs office, Mail Stop C44-05.

Pool it. *Carpool veterans (L to R) Bob Kulp, Shelly Feitlin, John Judd, Joe Ruggiero, and Bob Dooley have been travelling to and from work together since the 'Energy Crunch' of '73.' (Photo by Harry Prodromides)*

Varsity golf trials

Name. . . . . .Perm. No. . . . . .

Mail station . . . . . .Ext. . . . . .

Club or League | Course | Handicap

. . . . . .

. . . . . .

. . . . . .

Submit to GAA, A-01

Have 10-or-less handicap? Come tryout for varsity

During the past 17 years, the Grumman men's varsity golf squad has lost the championship only once in the Long Island Industrial Golf league.

If you think you can help the varsity capture the 1979 title this season, fill out the registration form on this page and forward it to the GAA office no later than Tuesday, April 24.

Tryout dates for the eight slots on the team are May 14, 16 and 21, says Mike Cherry of the GAA, who has coached the championship squad for more than a decade.

Grummanites registering handicaps of 10 or less during the 1978 season on regulation courses are eligible to enter the 54-hole trials. All league or club handicaps must be included on the entry form.

Team berths will go to the eight low-medal players for three rounds to be played on the Red and Black courses at Bethpage State Park. After the second round on May 16, the field will be narrowed to 16 contestants. On the final trial date, May 21, the eight-man squad will be decided on the basis of the total scoring for the 54-holes.

All entry blanks should be forwarded to the GAA office, mail station A-01, by April 24.

Tennis classics

Your name . . . . . .Mail stop . . . . . .Ext. . . .

Singles (check one)
[ ] Men "A" Bethpage [ ] Women - Bethpage
[ ] Men "B" Bethpage [ ] Women - Calverton
[ ] Men - Calverton

Doubles (check one)
[ ] Men "A" - Bethpage [ ] Women - Bethpage
[ ] Men "B" - Bethpage [ ] Women - Calverton
[ ] Men - Calverton

Partner . . . . . .Mail Stop. . . . . .Ext. . . .

Mixed Doubles (check one)
[ ] Bethpage
[ ] Calverton
Partner . . . . . Mail Stop . . . . . .Ext . . .

Submit to GAA, A-01, no later than May 7

Big following. *Mike Cherry (L foreground), who's handling this year's GAA membership drive, congratulates Plant 2 Manager John Schneider and a small group representing the Plant 2 Production team for hitting the 100 percent participation mark. Over 800 members of Plant 2 Production passed the buck to GAA. (Photo by Harry Prodromides)*

Register now for 1979 GAA tennis classics

It's time to sharpen up your backhand and polish your service. The Grumman Athletic Association recently announced its plans for this year's tennis tournaments.

Men's and women's singles tourneys begin Monday, May 28 at Bethpage and Calverton. Doubles play kicks off Monday, June 18; mixed doubles, the week of July 9.

As in previous years, men's singles and doubles tourneys in the Bethpage area will be split into "A" and "B" divisions. All 1978 Grumman varsity tennis team members who enter the GAA tournaments must play in the "A" divisions. (Even if they are teamed with a non-varsity player in doubles.) Winners and runners-up of last year's "B" tournaments must also play in the "A" division. All other entrants will compete in the "B" division unless they elect to play on the "A" level.

Each person planning to participate in one or more of these tournaments must fill out the entire accompanying form and mail it to GAA, A-01, no later than Monday, May 7.

Men's and women's singles and doubles tournaments are open only to full-time Grumman employees. However, in the mixed doubles competition, Grummanites may be paired with family members.

According to Mike Cherry, GAA tourney director, contestants should check their vacation plans before entering because emphasis will be placed on completing matches during the scheduled week. Those not complying with established match deadlines will default. In addition, contestants must arrange for courts and pay court fees.

Last year, over 150 Grummanites participated in these GAA-sponsored tournaments and 24 trophies were awarded. So you'd better get out on the court and work on your game ... your competition is.

calendar

Dance Club: every Wed., 5-8 p.m., American Legion Hall, Plainview; Social at Uncle Sam's: April 18/Hustle: Apr. 25: guests welcome. Edith Murway, Ext. 22631/Marv Brown, Ext. 3262.

Duplicate Bridge Club: every Thurs., 6 p.m., American Legion Hall, Plainview; open competition; guests welcome. Warren Lipman, Ext. (115)6145.

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instructions and competition; GAC employees and dependents welcome. Pete Chaldaris, Ext. 4331.

Folk-Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instructions available lunchtime, receiving area Pl. 6; all welcome. Emil Urciuoli, Ext. (117)6688.

Karate Club: every Tues. and Thurs., 5:30-7 p.m., Pl. 28 auditorium; black belt instructors, physical and mental development; guests welcome. Tony Ortiz, Ext. 4764.

Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg., (at Pl. 3 RR crossing); regular meeting; guests welcome. Ray Muntz, Ext. (115)6044.

Society of Logistics Engineers: Tues., Apr. 24, 9 a.m. to 4 p.m., Adelphi University, Garden City, one day symposium, guests welcome. Arnie Pinker, Ext. 8880.

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafe; trading sessions and discussions. Steve Hoops, Ext. 3926/8586.

Tennis Club: 2nd Wed. of every month, 5 p.m., classrooms A and B, Pl. 5. P. Andrews, Ext. 7345.

GAA roster grows

Bargain hunters at Grumman are having a field day this month. And who wouldn't? Membership in the Grumman Athletic Association (GAA) is still only a dollar. The GAA hasn't raised its price since 1947 -- the first year of the annual membership drive.

It was only a short time after the GAA tickets went on sale that departments around the company began reporting that they hit the 100 percent participation mark. One of the first 100 percent departments was Plant 2 Production. Over 800 members of the Production team in Plant 2 passed the buck to GAA.

To become a member of GAA, all you have to do is purchase a $1 ticket from your department supervisor during the month of April. Your membership dollar also entitles you to a drawing for prizes. Fifteen lucky ticket holders will win a $100 U.S. Savings Bond while 50 more will take home a set of Grumman glasses.

Those departments that have already hit the 100 percent participation mark are:

Plant 1: Upholstery, Mid Section Assy, Bench Sub Assy, Forward Sec. Major Assy, Joining, Aft Section Assy, Hydraulic Bench/Inlet Final, Final Assy, Avionics Assy, Plant Mgmt, Prototype, Sub Assy Major, Production.

Plant 2: Factory Planning, Manufacturing Status, Planning Mgmt & Staff, Plant Support, Ind. Eng.-Crew Load.

Plant 4: Flight Transportation, Airport Ops, Manufacturing Unit.

Plant 5: Motivational Programs Office, Corp. Systems & Procedures.

Plant 25: E2C Quality Program Office.

Plant 28: Corporate Security, Security & Personnel Serv. Mgmt, Employment, Salary Admin. Records, Insurance/Benefits, GAA, Personnel Administration.

Plant 30: Property Management, Procurement & Info Systems C.P.O.

Plant 43/44: Plant Protection.

All Plants: Employee Service Office

Good sport. *George Skurla, Chairman and President of Grumman Aerospace, Purchases a GAA membership ticket from Chet Baumgartner (R), head of GAA. (Photo by Marie Trimborn)*

scorecard

The seventies have not been a championship decade for the Grumman men's varsity bowling team. Except for winning the 1974 Long Island Industrial Tournament title, the men's varsity has not captured a victory in the annual GAA-sponsored event. But this year it looked like Grummanites Judge Locke, Lenny Trifaro, Jack Nielsen, Ernie Neves, and Ed Gabriel were going to cap off the seventies with a big win over the 15 other Long Island company teams.

The varsity took little time to establish a lead of 156 in the first round. After the second round, the

Top pin killer, *Chet Baumgartner, head of GAA, presents Ed Gabriel (R) with the Bob Benn Bowler of the Year Award. Ed led the field of 80 keglers in total pinfall with 2,319 at the annual Long Island Industrial Men's Bowling Tourney. (Photo by Ken Johnson)*

lead was stretched to 217 pins. Unfortunately, it became a tight race after the third night of play. Grumman held a one pin advantage going into the final evening of competition. Nassau County was sitting in second place with 8,221 pins to its credit. AMF resided in third place with 8,184 pins, only 38 pins behind first-place Grumman.

On the final evening, Grumman saw its lead slip away during the first game. Nassau County rolled a 911 five-man team game; Grumman registered a 899 team game and fell back into second place by 91 pins. During the next round, it became evident that Grumman was not to finish the decade in the winner's circle.

The Nassau County five rolled a 997 team game. Grumman scored only 875 pins, while AMF had knocked down 943 pins. Going into the final round, Nassau County was in first 203 pins; AMF stood in second place with Grumman 10 pins behind them.

For the history books, the standings never changed. Nassau County won the 1979 L.I. Industrial Bowling championship; AMF came in second. And for the Grumman varsity, once again it was close but no cigar.

Though the Grummanites didn't walk away with the Jake Swirbul Memorial Trophy this year, they certainly didn't go away empty-handed. Ed Gabriel, a longtime member of the Grumman varsity, won the best bowler of the tourney award. A kegler who normally averages 189, Ed beat out all the other bowlers in the tourney by rolling an average of 193. He outdistanced the 79 participants by knocking down a total pinfall of 2,319.

Teammate Jack Nielsen rolled the second highest game of the tourney. He fell only seven pins shy of the tourney high of 254.

The entire team led the field in high team series competition with 2,939. They accomplished that feat on the first night of play.

Varsity duel

The Grumman men's varsity tennis team will hold tryouts on Tuesday and Wednesday, May 8 and 9, at the Bethpage Tennis Center, Norcross Ave., in Bethpage from 5 to 7 p.m. Call Andy Kaufman, Ext. 6240, to register and obtain additional information.

Great Adventure

Great Adventure, located in Jackson, N.J., opened its season on Saturday, April 7. Employee Services (ES) is now selling discount tickets to this Six Flags attraction. Combination tickets are on sale for $10 (regular price is $11.95). Tickets are available at all ES offices.

Emerald Isle

The Grumman Athletic Association is planning a trip to Ireland in September. This GAA vacation, slated for September 27 through October 7, is available to all Grumman employees, retirees and family members.

The European vacation includes round-trip jet transportation; full Irish breakfast, the Medieval Castle banquet, a Dublin cabaret evening with dinner, and four additional dinners; touring bus and entrance fees to the following: full day tour of Killarney; Waterford Crystal Factory; Trinity College; the Old Parliament, St. Patrick's Cathedral; Georgian Dublin; Ireland's horse racing center; all accommodations; and all local taxes and gratuities directly related to the above.

The cost of the trip to Ireland is based upon occupancy per room: single - $798 per person; double - $735 per person; triple - $717 per person.

Sign-up will take place on Wednesday, April 25, at 5:30 p.m. in the Plant 28 auditorium. At this time a deposit of $100 per person is required. For further information, contact Ellen Drasser of GAA, Ext. 2133 or 2269.

Welcome surprise. *Aline Bartholomew of Plant 43 is a kegler who usually averages 136 per game, but she recently blew everybody's mind in the GAA Tuesday Mixed league. Eileen rolled a 253 game . . . a new career high. (Photo by Harry Prodromides)*

Tomcat trials

The Grumman men's varsity softball team will hold tryouts on the following days: April 17, 19, 24, and 26. If you think you can help the Grumman squad win a championship this year, you must show up at these practices at 4 p.m. at the Plant 3 softball fields. Additional practices will be announced at the trials. For more information, call Jack Keane, Ext. 7595.

Women golfers

According to Pauline Pearson, league president, there are a few slots open in the 1979 Grumman Women's Golf league. For further information, call Pauline, Ext. 8677.

They've got a blooming botanical garden

There's a fig tree — with figs — on top of a cabinet; on every available shelf and counter and hanging from overhead pipes are angel wing begonias, asparagus ferns, spider plants, and Jerusalem cherries. Department 038 (Fuselage Assembly) in Plant 1 has enough greenery to make the Hanging Gardens jealous.

The green thumbs belong to Ernie Kiesling, Joe Boccia, John Crawford, and John Kasten, who spend their lunch hours tending their plants.

Industrial park. *Joe Boccia likes the garden atmosphere created by the ferns, coleus, and ivy. (Photos by Bob Settles)*

"I'd guess we have about 90 to 100 plants right now," says Ernie, "and most of them were started from cuttings or from seed."

Joe's favorite is a giant asparagus fern that hangs from a pipe in the center of the area. "It was half dead when we got it," Joe says, "In fact, someone had thrown it out and we decided to rescue it." The plant is now the size of a small English sheepdog.

All the plants seem to be thriving. "There probably isn't enough moisture in the air for them, but we compensate for that by misting them once a day," Ernie says. "The lighting level seems just about right. They all like the fluorescent light, although some of them — the coleus for example — would have more brilliantly colored foliage if they were exposed to direct sunlight instead."

The group hobby started about two years ago when a few of the guys in the department brought in from home some of the plants they had grown outside all summer. "I was just running out of room inside my house," says John Crawford, "so bringing them to work seemed like a good solution." Before long the jungle expanded, with more and more plants deciding to spend the winter in Bethpage.

As the warmer weather approaches, some of the plants will be moving back home again for a while...but as the philodendron and Swedish ivy move out, the cucumbers and tomatoes move in.

"We'll be starting our vegetable seeds pretty soon," says Joe. "We start them here in trays, and in a few weeks they'll be big enough to be planted in gardens at home. Last year we had a terrific crop."

They also plan to start seedlings for home flower beds and borders, such as petunias, coleus, and zinnias. "They charge a small fortune for them in nurseries," John Crawford observes. "We do our own here for next to nothing."

The Plant 1 gardeners agree that having all the foliage around them changes the work atmosphere for the better. "It's a nice area to work in," says Joe. "Most people get a kick out of seeing things grow ... and after the plants are misted with water, it smells like a greenhouse in here. I think it's great."

Plant managers. *Grummanites (L to R) Ernie Kiesling, Joe Boccia, John Crawford, and John Kasten go over the days work schedule.*

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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